(b) Imparting training is a continuous which includes the newly recruited stenographers / typists. Efforts are being made to impart training in Hindi stenography / Hindi typing to all those stenographers / typists who have not been trained so far as early as possible.

Delay in IA services

3234. DR. Y. LAKSHMI PRASAD: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that Indian Airlines flights were running late invariably in important destinations like Delhi, Calcutta and Mumbai during the last week of March, 2000;

(b) if so, the reasons for go slow attitude of IA staff;

(c) the impact on the business of IA; and

(d) the action proposed to refurbish the image of IA?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) and (b) During the last week of March, 2000 the incidence of flight delays was much higher than the average, due to the "Quality Assurance Norms" followed by the engineers falling back on technicalities, as a tactic adopted by the All India Aircraft Engineers Association in the context of its demands related to higher wages and other service conditions.

(c) There was no noticeable decrease in the utilization of seats in Indian Airlines.

(d) Negotiations are currently in progress between the Management and the representatives of the Engineer's Association. Management has also drawn up a contingency schedule to cater to eventualities.

Renewal of Licence of MESCO Aviation

3235. SHRIMATI JAYAPRADA NAHATA:
SHRI AMAR SINGH:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that the request of MESCO Aviation for the renewal of its licence has been turned down;

(b) if so, what are the reasons therefor alongwith the norms prescribed for renewal of licences; and

(c) whether the matter was referred to the Ministry of Home Affairs and if so, the details of the comments offered by them?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) to (c) The operator's permit of M/s. MESCO Airlines was valid upto 31st March, 2000. It was not renewed thereafter for want of clearance from the Ministry of Home Affairs, on account of certain cases involving financial irregularities by some of the Directors on the Board. These Directors have since resigned from the Board of the company, and renewal of the operator's permit approved.

Operation of Private Airlines

3236. SHRI SHIBU SOREN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the details of the private airlines operating in the country, alongwith the fleet of their aircrafts;

(b) whether those airlines cover the uneconomical routes in the country;

(c) if so, the details thereof, airline-wise; and

(d) if not, the reasons therefor?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) M/s Jet Airways and M/s. Sahara Airlines are the two private airlines operating scheduled passenger services in the country. Their fleet strength is as follows:

M/s Jet Airways:	10 B-737-400
(Total: 29 aircraft)	3 B-737-500
	4 B-737-700
	8 B-737-800
	4 ATR-72-500
M/s Sahara Airlines:	2 B-737-200
(Total: 9 aircraft)	4 B-737-400
	1 B-737-700
	2 B-737-800

(b) to (d) Yes, Sir. However, airlines are free to operate on any route in their commercial judgement subject to compliance with the Route Dispersal